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two—Kinsey and Pemberton—to the years of Quaker preëminence (1726-1756); and two—Norris and Dickinson—to the closing years of Quaker strife (1756-1774).

Mr. Sharpless doubts the sincerity of the Quakers in their demand for greater political and civil rights and calls David Lloyd's strife with Penn and his agent Logan "largely a politician's strife." Yet it is evident that Penn "started with unbounded intentions of radical civil liberty." As late as 1700 he declared, "If in the constitutions by charter there be anything that jars alter it."

If any criticism can be made on this excellent portrayal of political strife in provincial Pennsylvania, it is that of briefness—especially in the sketch of John Dickinson. The influence of Dickinson was undoubtedly strong in the pre-revolutionary era; and it is to be regretted that Mr. Sharpless, now deceased, did not analyze more carefully the significance and effect of the "Farmer's letters."

REGINALD C. McGRANE

The Indiana centennial, 1916. A record of the celebration of the one hundredth anniversary of Indiana's admission to statehood. Edited by Harlow Lindley, secretary of the Indiana historical commission. (Indianapolis: The Indiana historical commission, 1919. 441 p.)

The outstanding feature of the centennial activities of the Indiana historical commission was the emphasis laid upon celebrations by the counties, and the results as outlined in the report of the secretary amply justify the policy of the commission. The book is organized in four parts. Part one—a four-page discussion of the beginnings of the state—seems rather inadequate as a coördinate division of the volume.

The general activities of the commission are described in part two, which covers such topics as the organization and scope of the commission, a campaign of centennial education, work in schools and clubs, pageantry, permanent memorials, state parks as a centennial memorial, Indiana centennial medal, and historical publications.

The most valuable part of the book is found in part three, which occupies more than one-half the space in the volume and consists of an account of the celebrations in each county of the state, as well as a report of the state celebration, the Indiana pageant, and the meeting of the Ohio valley historical association, all of which took place at Indianapolis in October, 1916. Included in the proceedings of the latter organization are the presidential address of Harlow Lindley of Earlham college and a paper on "A Hoosier domesday" by Frederick L. Paxson of the University of Wisconsin.

The story of the local celebrations told county by county is an inval-

uable record. It contains abundant evidence that the work of the commission in stimulating an interest in state and local history was markedly successful practically throughout Indiana. The arousing of a local historical interest and community spirit is an achievement well worth the study of other states.

Part four is a report of the admission day exercises, held on December 11, 1916. Notable items in this report are a centennial ode by William Dudley Foulke and an address on "The foundations of the commonwealth," by James A. Woodburn of the University of Indiana.

An appendix includes the centennial addresses of Governor Samuel M. Ralston. The index to the volume covers forty pages, but would have been more useful if it had been prepared in accordance with modern indexing principles. As a whole the volume is a distinctly valuable contribution, not only as a record of achievement but also as a source of suggestion to other states celebrating similar occasions.

JOHN C. PARISH

Building the Pacific railway. The construction-story of America's first iron thoroughfare between the Missouri river and California, from the inception of the great idea to the day, May 10, 1869, when the Union Pacific and the Central Pacific joined tracks at Promontory Point, Utah, to form the nation's transcontinental. By Edwin L. Sabin. (Philadelphia: Lippincott company, 1919. 317 p. \$2.00)

It is very much a question whether the time has yet arrived when the story of the building of the first transcontinental railroad can be told without including something of the sordid tale of the crooked manipulation which was a part of the financial end of the affair. Nevertheless this is what Mr. Sabin has done. The whole episode is dismissed with this statement: "The name (Credit Mobilier), under the searchlight of Congressional investigation or prosecution (as may be) was accused of covering a multitude of sins. It killed Oakes Ames and peppers volumes of committee reports; but at any rate the road was put through."

From this excerpt one gets the keynote of the volume. It is a panegyric to the men who built the Union and the Central Pacific railroads. The story, in considerable detail, is traced from the inception of the notion of a railroad stretching from the frontier to the coast to the completion of the work when the rails were joined near Ogden at the "roaring town" of Promontory. Engineering difficulties and their surmounting, financial problems—without reference to any possible shady side of the transactions—are given with much attention to minute points. Then follows a long description of the celebration attending the driving of the golden spike. A chapter devoted to Indian difficulties, one to the